

The Hong Kong Telegraph.

(ESTABLISHED 1881.)

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WEATHER FORECAST
FINE
Barometer 30.02

September 22, 1913, Temperature a.m. 72, p.m. 81; Humidity...88, 74.

September 22, 1912, Temperature a.m. 76, p.m. 78; Humidity...89, 89.

203 三月廿九號

TUESDAY, SEPTEMBER 23, 1913.

二月廿九號

\$36 PER ANNUM
SINGLE COPY 10 CENTS.

ARMY MANOEUVRES.

A NOVEL PLAN.

Reuter's [Service to the "Telegraph."] London, Received Sept. 23. The Army manoeuvres, which will be on an unprecedentedly large scale, begin to-day, in Buckinghamshire and Northamptonshire. A novel plan has been adopted, whereby a skeleton White Army, consisting mostly of Territorials, opposes a Brown force of 50,000, composed of four divisions of Infantry, and three Cavalry Brigades, with the object of testing the arrangements for handing a really large Army in the field, particularly in transport. General French in Command.

Only two roads are available at the Brown Army's rear for the conveyance of supplies. General Sir John French has supreme command, and is allowed to move the White Army at discretion, posing fresh problems for the Brown commanders.

The King will be present throughout.

War in the Air.

London, Received Sept. 23. The first day of the army manoeuvres resolved itself practically into a war in the air.

There were a dozen aeroplanes engaged on each side, and the enemy's aeroplanes attacked the airship Delta, which was put out of action.

The race for the possession of the River Ouse, betw. in Buckingham and Leighton Buzzard, resulted in favour of the white cyclists.

Airman Injured.

London, Received Sept. 23. Lieutenant Chinney, the army aviator, while taking part in army manoeuvres at Rugby, with a passenger, fell a distance of one hundred and fifty feet.

Lieutenant Chinney sustained a broken collar-bone and he and the passenger, who was badly cut about the head, were sent to hospital.

GERMAN SCHOOL SCANDAL.

SEVEN SUICIDES.

London, Received Sept. 22. Reuter's correspondent at Berlin states that the Press contains revelations of a grave scandal at Breslau, in which 72 school girls are concerned.

Up to the present 14 wealthy men have been arrested while meeting the girls in houses. Already seven persons have committed suicide, including an officer and a Police official.

KING OF GREECE.

NEWSPAPER COMMENT.

London, Received Sept. 23. The bulk of the French papers are satisfied with King Constantine's speech which was of unusual length for a toast. They regard it as a closing incident. Several important journals, however, consider that it effects nothing.

DIocese OF NORTH CHINA.

BISHOP SCOTT'S SUCCESSOR.

London, Received Sept. 23. The Chinese missionary, Rev. Frank Norris, has been nominated to succeed Bishop Scott who is resigning the Diocese of North China.

TELEGRAMS.

POSTMEN'S DEMANDS.

AN OFFICIAL STATEMENT.

Reuter's [Service to the "Telegraph."] London, Received Sept. 23.

The London General Post Office has issued a detailed statement dealing with the refusal of the Postmen's Federation to accept the Holt report of August 15, and giving statistics to show that the wages of postal servants compare favourably with those of other callings, such as policemen, signalmen and firemen.

The statement goes on to say that, if the demands of the postmen were granted, it would mean an additional expenditure of ten million pounds sterling. The recommendation of the Holt commission involving an expenditure of upwards of £1,000,000 was still under consideration; but if it were adopted, it would mean a reduction in the contribution by the Post Office to the National revenue, which would have to be met by additional taxation.

OBITUARY.

S'R ALBERT DE RUTZEN.

London, Received Sept. 23. The death has occurred of Sir Albert de Ruten.

[Sir A'be de Ruten] was born in 1831, and was the son of Baron de Ruten. He was educated at Eton and Cambridge where he graduated in Arts. In 1857 he was called to the bar and was appointed stipendiary magistrate for Merthyr Tydfil in 1872, and was for some time, chairman of the Quarter Sessions for Glamorganshire. From 1876 to 1894 he acted as Metropolitan Police Magistrate at Marylebone and from 1891 to 1897 at Westminster. Later he acted at Marlborough Street and Bow Street.]

Mr James Ross. London, Received Sept. 22. The depth is unbound of Mr. James Ross, one of the wealthiest Canadians.

Admiral Fellowes. The death is announced of Vice-Admiral Sir John Fellowes, K.C.B., late second in command of the Channel Squadron.

Baron De Freyne. The death has taken place of Baron De Freyne, late Colonel of the 5th Batt. Connaught Rangers.

THE CECIL FAMILY.

MR LLOYD GEORGE'S CHARGES.

London, Received Sept. 23.

Mr Lloyd George, following up his letter to the Times of September 11, mentions the attempts to carry an amendment to a certain Streets Improvements Bill specially favouring the property of the late Marquis of Salisbury, while he was Premier.

Mr. George instances two other cases, affecting members of the family, who are not named, in which he asserts, private interests clashed with public duty. He concludes with an allusion to the suspicion, way in which the greatest of all the Cecils originally acquired property, giving Lord Salisbury his only consequence in the State.

[Mr. Lloyd George, in a letter to the "Times" in reply to Lord Salisbury, said he could, and would, readily furnish instances of the investments of members of the Cecil family, when in office, but the responsibility of publication must rest with Lord Salisbury.]

TELEGRAMS.

THE ULSTER SITUATION.

LIBERAL ORGANS' VIEWS.

Reuter's [Service to the "Telegraph."] London, Received Sept. 23.

The Daily Chronicle, commenting on Sir Edward Carson's speeches, says these continual incitements to resistance cannot be ignored. The envoys of Volunteers must be stopped. The Chronicle suggests that Sir Edward Carson be deprived of his Privy Councillorship.

Would it be Expedient? London, Received Sept. 23.

The Westminster Gazette, referring to the suggestion that Mr. Carson should be prosecuted and removed from the Privy Council, says he would not have just cause for complaint if either course were taken. But it must be remembered, it remarks, that all things lawful are not expedient, and it has to be considered whether the mischief would be cured or aggravated by putting the law in motion. If it is considered that the military preparations constitute a public danger, then clearly the executive must take action if it is advised that a prosecution will lie.

An Assurance. London, Received Sept. 23.

The Parliamentary correspondent of the Liverpool Courier says that he has the personal authority of a most eminent politician for stating that he is absolutely assured that the country will be consulted before the Home Rule Bill receives Royal assent.

The Evening News states that, in the event of hostilities, User tactics will form the basis of operations.

More Officers. London, Received Sept. 23.

General Adair has been appointed Adjutant-General of the Ulster Volunteers, and Colonel Hackett Pain, Chief of the Staff.

[Colonel George William Hackett Pain has seen much service in Egypt. During the South African war he was mentioned in despatches. He retired in 1911.]

RIOTS IN DUBLIN.

MANY INJURED.

London, Received Sept. 22. Serious riots occurred in Dublin on Saturday evening in connection with processions of strikers.

Crowds attacked and wrecked tram-cars, and pitched battles with the police ensued, in which batons, stones, and bottles were freely used. Many of the rioters were removed to hospital, and several of the police were also injured.

London, Received Sept. 23.

Both policemen and civilians were removed to hospital at Dublin last night.

INDIAN BANK COLLAPSE.

WEATHERING THE STORM.

London, Received Sept. 23.

Reuter's correspondent at Lahore states that the other Indian banks appear to have weathered what was undoubtedly a sudden and unprecedented storm.

CHINESE SCHOOL STATISTICS.

Statistics for the current year, compiled by the provincial authorities, regarding the number of schools in China, which the Ministry of Education has just received, show that there are 35,098 schools, including high, middle, and primary institutions, in the country. In these schools there are 875,700 pupils. The figures do not include the army and naval institutions.

TELEGRAMS.

LATE MAYOR GAYNOR.

LYING-IN-STATE SCENES.

Reuter's [Service to the "Telegraph."] London, Received Sept. 22.

There were remarkable spectacles at the lying-in-state of Liverpool of the late Mayor of New York, Mr. Gaynor, who died on a liner from heart failure while on the way to England.

Despite downpours of rain, crowds waited for hours to pass the catafalque, at the City Hall, which was decked with the American flag and also the British in recognition of the honours accorded the deceased at Liverpool.

Five thousand people passed every hour, but the stream was undiminished in the evening, and the Hall will remain open until five o'clock in the morning.

THE BUSMEN'S STRIKE.

MONETARY HELP.

London, Received Sept. 23.

The leader of the Taxi-drivers Union has announced that it is prepared to assist the busmen out on strike to the extent of ten thousand sterling a week if necessary.

A Settlement. London, Received Sept. 23.

A conference of the Busmen's Union and the Omnibus Companies, under the presidency of Sir G. R. Askwith, has resulted in a settlement of the threatened strike in London.

CONDITIONS IN PORTUGAL.

Repression and its Consequences.

Lisbon, August 27.

After three years of republican government, (writes Mr. Francois McCullagh) Portugal remains very much where it was when the revolution took place. Indeed, the country has gone backwards.

As the boat which brought me from Southampton came to anchor near the wharf at which the Anglia steamer are ordinarily moored, I saw a batr'oman in the shape of a long procession of prisoners approaching the jetty. If children digging in the sand at Margate were to come again and again on infernal machines, and if explosions were to occur several times with disastrous results to the children, all England, not to say all Europe, would thrill with excitement and indignation. Well, such accidents have occurred more than once, but so little are they out of the ordinary run of things in this luminous republic of the "virgin essence" (whatever that means) outside Portugal, they have probably not been heard of.

This burial of bombs in the sand is due to the recent failures of Syndicalist or Socialist attempts to overthrow the present form of Government. In view of that failure a large number of gentry who had accumulated bombs with a view to street fighting, are now anxious to get rid of them. And they do get rid of them by the simple method of depositing them in the street-on-a-dark-night-or burying them in the sea sand. Sometimes the police discover them even in St. Petersburg! And yet this is the Republic which, to use the heated words of Dr. Théophile Braga, its first President, "rose luminous in its virgin essence" on October 5, 1910.

As soon as I landed, I drove up to the Rocio, and as I passed the offices of the republican Seúla I saw, from an announcement displayed outside that building, that a bomb had exploded that day in a cab. A week earlier, infernal machines had been bursting all over the city.

I traversed the familiar streets and saw armed soldiers everywhere. They were in front of the banks and Government offices. Two of them were on guard out near the Bohem Gasworks where, in monarchical times, armed sentries were never seen. English people associate tyranny with Cossacks and Dragoon, but in Portugal it is the Republic, that does the dragooning; it was the monarch who lived with the democratic simplicity of a Swiss President.

Bombs on the Sea Shore. I went further out along the shore towards Cascaes Bay, the Riviera of Portugal, and found that something like a panic prevailed among the Lisbon folk

TELEGRAMS.

THE RAILWAY TROUBLE.

TENSION RELAXED.

Reuter's [Service to the "Telegraph."] London, Received Sept. 22.

The Birmingham strikers have decided to resume work immediately.

General relief is felt at the relaxation of the railway tension. Interest at present centres in the Conference at the Board of Trade. The determined attitude of the men causes misgiving. Their representatives declare that they will not tolerate further postponement.

Later. The strikers at Liverpool and Birmingham have resumed work.

OLYMPIC FUNDS.

A GERMAN GRANT.

London, Received Sept. 22.

Reuter's Paris correspondent states that the French aviator, M. Pegoud, continues his aerial gymnastics, each feat being more daring than its predecessor. He has now actually succeeded in "looping the loop."

THE FARMANS INJURED.

Reuter's [Service to the "Telegraph."] London, Received Sept. 22.

Reuter's correspondent at Etampes states that the famous aviator, M. Maurice Farman, whilst flying with his wife, fell and severely injured his leg. His wife sustained a fractured elbow.

Later.

London, Received Sept. 22.

Reuter's Paris correspondent states that the French aviator, M. Pegoud, continues his aerial gymnastics, each feat being more daring than its predecessor. He has now actually succeeded in "looping the loop."

AERIAL GYMNASTICS.

LOOPING THE LOOP.

London, Received Sept. 22.

Reuter's Paris correspondent states that the French aviator, M. Pegoud, continues his aerial gymnastics, each feat being more daring than its predecessor. He has now actually succeeded in "looping the loop."

THE ROYALIST PRISONERS.

As for those Royalist political prisoners, no one can object to the arrest of such of them as were taken with arms in their hands while attempting to overthrow the present system of Government. But there were serious irregularities in connection with the arrest of some. Occasional the prosecution had no evidence at all with which to back up their charges, and the overthrow of Royalist prisoners

those awaiting trial as well as those who had been condemned

as such as would disgrace a Siberian dungeon.

So well-known and undisputed

are these facts that while Premier and Minister of the Interior under the Republic, Senor Jose Chagas declared in Parliament that at least a third of the so-called monarchist conspirators were probably quite innocent. The same statesman publicly deplored the atrocious manner in which these prisoners were treated.

Certainly nothing can excuse

the fact that these unfortunate

men are regarded as ordinary

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January 2nd, 1913.

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Daily Press.

Count Hayashi's Reminiscences. We do not suppose many Japanese at the present time and in the light of the disclosures made in Count Hayashi's "R-ministries," would answer that question in the affirmative. It is extremely doubtful whether the Russo-Japanese Convention Marquis Ito had in view would have averted the great war of 1904-5, which, while it involved Japan in heavy sacrifice both of lives and treasure, resulted in immense gain to her in prestige throughout the world, and in a considerable enlargement of her empire. One of the "Reminiscences" is the difference shown in the point of view of the two Japanese diplomats regarding the probable fate of Korea. Marquis Ito began negotiations with Russia on the basis that Russia should have a free hand in Manchuria, while Japan should have a free hand in Korea, both agreeing not to establish a naval base at Masampo. Russia was willing to agree to this, provided Japan covenanted not to annex Korea. Marquis Ito agreed to this. At the same time Count Hayashi in London was telling Lord Lansdowne that what Japan needed to do was to prevent Russia coming into Manchuria, for if the Russians came into Manchuria and extended their influence in that territory she would absorb Korea, a course against which Japan would have to protest. Lord Lansdowne, however, was not so keenly interested in Korea as in the maintenance of the open-door and China's territorial integrity, and found it difficult to understand why Japan should not be satisfied with Russia's proposal to make Korea a buffer State. Count Hayashi's reply was that it was impossible to assume a neutral position in Korea, where the people were totally incapable of governing themselves.

South China Morning Post.

China and Japan.

The specious reasoning which ascribes China's predicament to inability of China "to be rated among the civilized Governments of the world" is fallacious, and the deduction that final partition or "temporary concerted administration" will result has foundation upon no hypotheses which will bear the scrutiny of honest investigation. Even the United States of America did not possess an organized Government nor elect a president until eight years after the conclusion of the War of the Rebellion. How, therefore can China be expected to put her house in order in almost as many months? There is no doubt much to cajol in the present administration of affairs in China, but it must be said that she has received but scant assistance from those nations and legislatures which after invoking the blessing of God upon their labours proceed if not to actual political burglary, to withdraw from a weaker nation that which is rightfully hers.

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GENERAL NEWS.

Leaving for Tientsin.

Mr F. S. A. Bourne, Acting Judge of the British Court, was to leave Shanghai at the end of last week, to hold court at Tientsin and Harbin. He probably will return about the middle of October.

Earnshaw v. Quezon.

Washington, September 3.—I learned to-day that Resident Commissioner Mr Manuel Earnshaw, who has been conspicuously absent from official circles for the past three weeks, has arrived at Yokohama with a party of American tourists who intend to visit the Philippines with the commissioner as their guide. There is a story going the rounds here to the effect that Messrs. Earnshaw and Quezon are not the fast friends they were several months ago, and that Mr. Earnshaw is not so enthusiastic over the Quezon programme as he has been reported to be. Commissioner Earnshaw will remain in Japan until the arrival of the Manchuria at Nagasaki where he will join the executive party for the trip to Manila.

Beauty of the Back.

Paris, August 30.—An even finer display of the figure than has marked recent modes is promised for the autumn fashions in Paris. The amount of décolletage for evening gowns is to be deepened to the waist line at the back. The beauty of the back is intended to have full display. Evening gowns, too, are to carry on the flimsiness of the summer dresses, and no underskirts will be worn. "The feeling of delightful freedom which modern women enjoy is so beautiful to those who can look back to the weary days of tight corsets, dragging petticoats, and trailing skirts," said an authority, "that this new style of ease and liberty of movement is not likely to be given up readily." Simplicity of line, simplicity of material, simplicity, though deeply studied, in its arrangement will be the most marked characteristics of the new season's modes.

Queen Mary's Jewels.

London, August 26.—Queen Mary has a great idea of her personal responsibility in regard to the valuables at the various royal palaces, and from time to time has them re-catalogued and re-valued. Those at Buckingham Palace were recently assessed and declared to be worth over £3,000,000. It is said that there is scarcely an object of art in the whole collection with which the Queen is not familiar. It has occurred to those responsible for guarding the safety of the palace to introduce extra precaution, and it would now be impossible for the cleverest burglar in Europe to make an entrance without attracting attention. An electric alarm was recently added to doors and windows and connected with a huge electric bell which sounds in one of the central halls when the necessary indication is given. The police guard round the palace has also been increased.

The Pacific Exhibition.

San Francisco, August 18.—Colonel George W. Goethals, U.S.A., whose engineering genius is bringing the Panama Canal into being, is to take part in the Panama-Pacific International Exposition which is to be held in this city in 1915 to celebrate the completion of the great project. Colonel Goethals, who is chairman of the Isthmian Canal Commission and Chief Engineer of the Panama Canal, has accepted the honorary presidency of the International Engineering Congress, which will be held, in connection with the exposition, from September 20 to 25, 1915. The Congress, it is promised by its promoters, will be the most notable in the history of engineering. The exposition officials have communicated with some 80,000 engineers in all parts of the world, with a view of having them visit San Francisco in 1915. The congress will be conducted under the combined auspices of the American Society of Civil Engineers, the American Institute of Mining Engineers, the American Society of Mechanical Engineers, the American Institute of Electrical Engineers, and the Society of Naval Architects and Marine Engineers.

THE TRAGEDY OF THE PLIMSOLL LINE.

(Continued from Yesterday.)

In yesterday's article we showed how Samuel Plimsoll, by twenty-five years of almost ceaseless effort, and in the teeth of overwhelming difficulties, won from Parliament that great charter of our seamen—the Compulsory Load Line.

That was in 1890. In 1898 Plimsoll died. It is perhaps not a little remarkable that, within a few weeks—a few days almost—of his decease the shipowners, who had always resented the imposition of the line, had commenced their long but silent and subterranean campaign against it. They objected to ships taking in cargo with the Chesapeake River not being allowed to load so deep as ships on the south side, and when the point, a small one, was decided in their favour they boasted that they had driven in the thin end of the wedge. The fact is that the owners always hated "the line," even at the earlier factory owners detested the Acts that Lord Shaftesbury and old-time reformers got passed to stop the sweating of women and children. So that when, on Monday, June 9th, 1890, the Royal Assent was given to the first compulsory Load Line Act, *Fair Play the organ of the shipowners*, showed its contempt of Parliament by announcing that "our shipbuilding will find a way of discounting the load line." In other words, of rendering the measure a dead letter!

Apparently the task of frustrating the intentions of the legislature did not prove so easy as the Shipping Federation had anticipated. The line remained in force. The shipbuilders found it impossible, presumably, to dodge it. Mortality at sea fell steadily, and even so, and despite their doleful prognostications, the shipping industry, so far from being ruined, flourished exceedingly.

Notwithstanding, the shipowners continued steadfast in their opposition, and worked perpetually against the line. It was in 1906 that they effected their great stroke. The Parliament of Mr. Balfour was dying. Latitude, amounting almost to paralysis, had set in among the members. There was a general sense, as there always is with dying Parliaments of indifference, carelessness, unconcern. The shipowners saw their opportunity and moved out eagerly to seize it. They brought pressure to bear on the Government, and, with scarcely an effort to resist them, the Government surrendered quietly, cautiously, and all unsuspected of the seamen or their friends, they appointed a Committee "to consider and report." They did this without any announcement in Parliament, without any statement outside, and they took good care to see that no representative of the seamen was included. Not a single expression of opinion was sought from the officers or men who had in the course of their experiences at sea seen the effects of overcrowding, and who, as practical mariners, knew what result would follow any deepening by extra cargo of a vessel's hull. Mr. Chamberlain's Committee had laid it down as a cardinal doctrine, that only a body representative of the seamen as of other interests, could competently advise the State in this matter; but the first thing one notice this ad hoc Committee is that, not only does it exclude the seamen from its membership, but it does not even hear their evidence.

The Committee, in fact, represented the shipowners, and the shipowners only. What followed? The Committee concluded its labours in November, 1905. The General Election took place almost immediately after. The Liberals were returned, and Mr. Lloyd George found himself at the Board of Trade. Almost the first document that he found put before him for signature were the rules altering the load line, in accordance with the findings of the Committee. In an evil moment for himself and for his party, and under the advice of the permanent officials of the Board of Trade, he authorised the rules that destroyed Plimsoll's life work.

DEATH OF DR. GARLAND P. MOORE.

Heart Failure in the Indian Ocean.

News was received in Kobe on September 6, says the *Japan Chronicle*, of the death of Dr. Garland Payne Moore, the United States Public Health Officer in Kobe, who was on his way home to America, via Europe, on board the N.D.L. steamer "Prinzess Alice," which left Kobe on the 11th ultimo. Dr. Moore was taking his twelve-year-old son home for his education, and in order that the boy might see something of Europe before commencing his school-life, was taking him the longer way round by Suez. When he left Kobe, Dr. Moore appeared to be in his usual health, and looked forward to visiting the famous cities of Europe with his son, as well as to visiting his native land. The news of his death therefore comes as a great shock to his many friends in Kobe, and much sympathy will be felt for Mrs. Moore and her little daughter in their sudden bereavement. We understand that Master Garland Moore will go on to Germany by the "Prinzess Alice," and will be there put on board a steamer for New York, where he will be met by relatives.

The telegram, announcing Dr. Moore's death came from the captain of the "Prinzess Alice" via Karaoli, in the north of India, where it was picked up by the

Prepaid Advertisements.

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FOR EACH INSERTION.

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FOR HIRE.—In Queen's Gardens from 1st September, a Flat of three Furnished Rooms with bathroom and Verandahs attached, cheap rental, with or without board. — Apply "S.A.S." c/o "Hongkong Telegraph."

FOR HIRE.

FOR HIRE.—Furniture Unstained Teak of 5 rooms house to hire for 6 months or longer. — Apply "Exceptionally MODERATE" c/o "Hongkong Telegraph."

TO LET.

TO LET.—At "Peak," Furnished House; 5 rooms near Tram. Very moderate rent. Apply:—"HARBOUR VIEW" Hongkong Telegraph."

TO LET.

TO LET.—Strawberry Hill, 41, Plantation Road from 1st December, 1913. Furnished. Apply DEACON, LOOKER, DEACON & HARSTON.

TO LET.—No. 2 Minden Villas, Mody Road, Kowloon, Five Rooms, Tennis Court.

FOUR-ROOMED HOUSES in

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SHOP with GODEWAN attached, Nathan Road, KOWLOON.

Kowloon Marine Lot No. 48 with What.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings

TO LET—(from 1st July 1913)
No. 2 Mountain View, The Peak. Apply LINSTEAD & DAVIS.

FOR SALE.—HARTING and ROGATE, on part of Kowloon Island Lot No. 1154.

FOR SALE.—"LADBROKE."

No. 9 Conduit Road. Fine View of harbour; 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodations for 30 Servants.

Apply to—

LINSTEAD & DAVIS.

3rd Floor, Alexandra Building Hongkong, 27th June, 1913 [211]

TO LET.—No. 150 "Magazine Gap," Peak, from the 1st October. Houses in "Torres Building," Kimberley Road, Kowloon. Apply to—SPANISH DOMINICAN PROCURATION,

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

wireless station. It is therefore surmised that Dr. Moore must have passed away when the "Prinzess Alice" was far out in the Arabian Sea, on the long run from Colombo to Aden. The cause of death was heart failure, brought on very probably by the great heat which prevails at this time of the year in the Indian Ocean. The body, we understand is being taken no to Europe, and will be sent to the United States for interment.

Dr. Garland Payne Moore, who was about 45 years of age, was a native of Cape Charles, in Virginia. He graduated from the John Hopkins University, and practised for some years in his native State. He was made a Surgeon-General in the State Militia, with the honorary rank of Colonel, and was a member of Governor Claude A. Swanson's staff at the time of the Jamestown Exhibition in 1907. Dr. Moore arrived in Kobe in May, 1910, as United States Public Health Officer, to inspect all ships leaving the port for any American destination, whether in the United States, Hawaii, or the Philippines. During the comparatively short period of his residence in the port, Dr. Moore made a wide circle of friends, who will grieve to learn of his sudden demise.

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Notices.

LANE, CRAWFORD & COMPANY.

JUST ARRIVED.

THE FINEST LONDON GIN.

DISTILLED BY

Sir Robert Burnett & Co.

OLD TOM GIN.

DRY GIN.

UNEQUALLED IN QUALITY.

A. S. WATSON & CO., LTD.

ALEXANDRA BUILDINGS.

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Daily issue—\$36 per annum.

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The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

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The postage on the weekly issue to any part of the world is \$1.00 per quarter.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

(Payable in Advance.)

By Order,

HONGKONG TELEGRAPH.

The object of this paper is to publish correct information, to the best of our knowledge, and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union.

The Hongkong Telegraph.

HONGKONG, TUESDAY, SEPTEMBER 23, 1913.

THE PROBLEM OF IRELAND.

The problem of Ireland grows more serious with every passing hour. Telegrams received within the past few days show that the men of Ulster mean business and are preparing, carefully and deliberately, for the worst. Officers of standing have been persuaded into lending their aid to the volunteer movement in Ulster, and, except the Government is prepared to yield quite a deal of ground, there seems no likelihood of avoiding a fratricidal war. That it would be of short duration matters nothing; it would be a ruinous war for Britain. The pity of it is that nothing more seems to have been heard of Lord Loreburn's eleventh hour proposal that the problem of Ireland be settled by concert at a conference of party leaders. That such a serious problem could be finally settled by a conference is doubtful; but at least something like a compromise might be effected; and, at worst, more good would result from such a meeting of leaders, at which the whole issue could be fully discussed, than from the passion-raising campaign which has been pursued of late by both sides; and, it is regrettable to say, mainly by Unionist leaders who should know better.

Lord Loreburn's letter was in itself a public confession that the policy of the Government will form no permanent solution of the Irish question and a proof that there are Liberal leaders who recognise this. How many other Liberal statesmen agree with him, no one outside the Cabinet can say; but there is ground for believing that there are more than one or two. The *Times* has told us that the members of the Cabinet are seriously disturbed at the prospect which faces them, and this need not be wondered at. If the Bill is passed into law there is every promise of serious trouble in Ulster—of open conflict, in fact. If, again, the Bill is even yet rejected, there is prospect, amounting almost to certainty, of just as serious trouble from the other side. That is the situation which the Liberal Government is called upon to face, and there is no room for doubt that it is greatly perturbed.

It is true, of course, that all this is the outcome of the Government's having sold itself to the Nationalists long since. It is true that something like this was prophesied many months ago. But nothing is to be gained by harking back upon what is past and gone, and by opening old wounds. The past is done with; the present, and the future, which are the unhappy offspring of that past, are what concern politicians now. Surely it is not too late for a conference for conciliation. The Nationalists, it would appear, have shown a somewhat conciliatory spirit of late, and they are stated to be prepared to go back on their original bargain and concede something. Are Ulster Unionists not prepared to concede something in return? The circumstances are so grave that strong effort should be made, even at this time of day, to reach something like agreement on a matter of such vital import. Nothing could be lost in the attempt and something would certainly be gained.

"Punch."

Lovers of "Punch" may be none too pleased to hear that we reported yesterday, their old friend is shortly to come out in coloured covers. As far back as most of us can remember, the present design has been thought good enough, and the idea of a covering sheet in colour must necessarily suggest something in the way of a weak concession to modern vulgarity. But the whole tendency nowadays seems towards continentalising art, literature and the press, and the more conservative of us must resignedly bow the head. But at least let us hope that the proprietors will stop at a coloured cover and not seek to convert "Punch" into a sort of mongrel between *Simplicissimus* and *Le Rire* by giving it a coloured interior. "Punch" is, or was, essentially British; a trifle heavy at times but nevertheless suitable to the British mental palato. We wonder what it will be like in the future. All we know is that when the British forsakes what is natural to him and tries to ape other nationalities he does not shine.

A Well-merited Honour.

Hongkong folk who remember Sir Patrick Manson will road with pleasure the news, in yesterday's *Telegraph*, of his having been honoured with a presentation at the great International Medical Congress.

The man who, for fifty years, has laboured in the cause of Tropical Medicine has a record of which he may well be proud, and it is something for Hongkong Police to plume itself on that so great a man should have gained much of his experience in this little Colony.

Dr. Manson came to Hongkong after having established for himself a fine professional reputation, first in Formosa and then in Amoy, and proceeded to build up the practice now carried on by Drs. Stedman, Harston, Marriott, Black and Lobb; (his immediate successor was Dr. Cantlie). What his researches have done towards making life in the Tropics possible for the rising and future generations, is more than can be told in small compass; more perhaps, than will ever be known, for, as may be seen from the tone of his speech which we printed yesterday, his essential modesty will have stood in the way of his ever getting full credit for his share in the great battle against Tropical disease.

Sir Patrick and Mosquitoes.

Sir Patrick's name must ever be most intimately associated with the study of the mosquito; in this direction lay his most important work. He was one of the first to study this insect long before he came to Hongkong. In Amoy he proved, to the world, by practical tests and experiments, that elephantiasis was transmitted from man to man by the mosquito. By this means he gained his first public recognition, which took the form of an LL.D. It was Manson too who suggested to Ross that he would find the mosquito responsible for the transmission of malaria. The latter, after two years of labour in this direction, gave the result of his patient work, (dissecting the stomach-lining of hundreds of mosquitoes) to the medical world, and then we all knew that the "Anopheles" was a dangerous beast, he never so tiny.

STOLEN SATIN.

At the Police Court this morning, Inspector Gerrard charged a Chinese with stealing from a wrecked junk in Yaumati bay thirty-six packages of satin thread, and seven rolls of satin, valued at \$96.40. A sentence of four months' imprisonment and four hours' stocks, was passed.

A similar sentence was passed on a man at the Police Court, yesterday for stealing fifty-two pieces of white summer clothing, eighty-five pieces of Chinese coloured satin, and eighty packets of Chinese coloured thread, valued at \$617.80.

Trams For The Turks.

Several sections of the new electric tramway in Constantine were opened to the public this month. The vehicles are smart and a source of lively interest to the general public.

DAY BY DAY.

The man who can't put fire into his speeches should put his speeches into the fire.

The Mails.

French Mail.—Left per s.s.

Magellan at 1 p.m. to-day.

American and Siberian Mails.—

Clos per s.s. Empress of

India at 11 a.m. to-morrow.

Australian Mail.—Closes per

Kumano Maru at 10 a.m. to-

tomorrow.

Siberian Mail.—Closes per s.s.

China at 5 p.m. to-morrow.

Returned to the Colony.

Mr A. J. Mackie returned to the Colony yesterday by the s.s.

Syria.

Mr. Chapman Returns.

Mr Chapman, Commandant of the Hongkong Volunteers, re-

turned to the colony from leave

to-day.

Mr. and Mrs. Apair Arrive.

Mr A. V. Apair returned to the Colony to-day with his bride.

He went to Singapore about a

fortnight ago and was there married.

Sergeant Watt's Recovery.

Sergeant Watt of the finger-

print department of the Hongkong

Police, has now recovered from

his serious illness and is now

proceeding to Japan to recuperate.

An old Friend Dies.

Another old tree has disappeared

from the streets of the Colony,

one opposite the offices of the

Nederlandsch Handel Maats-

chappi being felled this morning.

Organ Recitals.

It is expected that Mr Deaman

Fuller's series of monthly organ

recitals in the Cathedral will

commence next month, and con-

tinue throughout the winter.

Returned from Holiday.

Mr and Mrs A. Seth returned

to the Colony to-day by the Kamo

Maru after a long holiday in

England. Mr Seth was at one

time the Registrar of the Supreme

Court.

Mr Nolan Returns.

Mr. Nolan, the first Supreme

Court Interpolator, who has been

at home for the last eighteen

months has left home by the s.s.

Nubia and is expected to arrive

in the Colony on October 17.

Type Reported Stolen.

A compositor from the *Tsun**Wan Yat Po*, has reported to the

police that some person has stolen

250 lbs. of lead sheeting and

256 lbs. of lead type, valued at

\$150.

The Tailor's Loss.

A tailor of 86 Queen's Road

Central, has reported to the

police that some person has stolen

during the month, from his

cubicle, eight pieces of clothing

valued at \$70.

The Long Vacation.

The long vacation for the Supreme Court commenced on

Saturday and will last until October 17.

During the vacation the offices of the Supreme Court will

be open every day excepting

public holidays and Sundays from

10 a.m. until 1 p.m.

Harbour Collision.

The miseries of a Harbour boat

reports to the Water Police that

whilst rowing off Wanchai, the

steam launch *Glacis* collided with

and overturned the boat, throwing

all the crew into the water.

The members of the crew were picked

up by the launch people. Damage

to the extent of \$50. was done.

Notice to Mariners.

China Sea—Shanghai District.

—North Channel entrance to the

Yangtze.—Tsungming Crossing

—Alteration in Buoyage.—Notice

is given that, in consequence

of changes in the

Channel across the Tsungming

Banks, the following alterations

in buoyage have been made:—

The First Crossing Buoy has

been shifted to a position from

which Dumb Beacon bears N. 74

75 E. and is distant 3.85 miles.

The Buoy is now moored in 17

feet of water at low water of spring

tides and retains its former

characteristics. The West Spit Gas-lit

Buoy has been shifted to a position

from which Bridge Beacon bears

S. 80 W. and is distant 2.0

miles. The Buoy is now moored

in 36 feet of water at low water

of spring tides and retains its

former characteristics. All bear-

ings given are magnetic.

The letter was as follows:—

The Secretary, Sanitary Board,

SANITARY BOARD.

The Conservancy Question Again.

A meeting of the Sanitary Board was held this afternoon, when the following business was discussed:—

A minute by the Head of the Sanitary Department was read relative to the Kowloon Conservancy Contract:—

Since the letting of this contract certain difficulties have come into prominence which had, I think, not been fully considered by the Board when the new bye-laws were passed which govern the conditions of the contract. These difficulties are all connected with the sections which brought Kowloon City, Shamshui Po and other outlying villages into the list of places, the excreta from which have to be removed out of the colony by the contractor.

In detail these difficulties are:—

(1) In the winter, the former ninety per cent. of all cultivable land south of the dividing line from Kowloon City to Hok Ua Kok and from Sham Shiu Po Mong Kok is sown with vegetables which are always watered with (humor) excreta fluid. In the summer the percentage is reduced

ALLEGED BREACH OF CONTRACT.

Claim Against the Kowloon Canton Railway.

In the Summary Court this morning, before the Puente Judge, Mr Justice Kemp, Lau King-cho, trading as Yee Shun, contractor, High Street, Victoria, sued H. P. Winslow, manager of the Kowloon-Canton Railway, British Section, the statement of claim being made out as follows:

The plaintiff sued as assignee of the Hongkong and Kowloon Wharf and Godown Company for \$1,000 damages for breach of an agreement made on or about June 17, 1912, by defendant to permit the Godown Company to pull down and remove from the defendant's premises all the building materials contained in the southernmost bay of a building formerly part of No. 50 Godown but now used as temporary offices for the defendant's staff the benefit of which agreement was purchased by the plaintiff on July 21, 1912.

Mr Davidson (Messrs Hastings and Hastings) appeared for the plaintiff, and Mr P. M. Hodgson, Crown Solicitor, was for the defendant.

Mr Davidson said that this was an action for damages for breach of contract, and the defendant was sued under the Summary Jurisdiction Ordinance as representing the Crown. The facts were quite simple. On June 12, 1912, the Hongkong and Kowloon Wharf and Godown Co. surrendered to the Crown Kowloon Marine Lots 3 and 9 for the purposes of the railway. There were then on the lots a number of godowns and other buildings. The one with which they were concerned was known as Godown 56. The surrender was an absolute surrender to the Crown but it contained the following exception, viz., it surrendered Kowloon Marine Lots 3 and 9 to His Majesty the King, together with Kowloon permanent pier No. 19, in consideration of a sum of \$404,863 25, and it contained the following exception: "Save and except the messuages, erections, and buildings on the said Kowloon Marine Lots 3 and 9." Subsequently, on July 31, 1912, the Godown Co. by an agreement in writing, sold the buildings, including Godown 56, to the plaintiff. On January 18 of this year the plaintiff wrote to the defendants the following letter: "Dear Sir,—As the owners of Godowns Nos. 35 and 56 situated upon the site of the proposed new railway station, we shall be glad to be informed exactly as to the position in which we stand with regard to the removal of the said godowns. As you are aware, we bought all the buildings of these godowns from the Hongkong and Kowloon Wharf and Godown Co. Ltd. on July 31, 1912. Upon purchasing the godowns we entered into an agreement with them, etc." That was notice to the Railway Co. of the assignment of these godowns. The defendant had since declined to permit the plaintiff to remove one of the remaining seven bays of Godown 56. To put it in a nutshell, the case for the plaintiff was that he had to prove his title to these buildings, and that the defendant had refused to allow him to remove them, by which refusal he had suffered damage. The Godown Co. were the owners of the land and the buildings—that was admitted by the defendant. Prior to June 17, 1912, all those pieces of land registered in the Land Office as Kowloon Marine Lots 3 and 9, together with all the buildings and erections thereon, were vested in the Hongkong and Kowloon Wharf and Godown Co. Ltd. absolutely. On the question of damage it was clear that the measure of damages must be the value of the materials contained in this one bay, because the acts of the defendant would deprive the plaintiff entirely of them. It was obvious that if plaintiff had proceeded for an injunction in this case, or, to put it more accurately, "specific performance"—and succeeded, plaintiff would have got the building materials handed over to him. If his Lordship had not seen fit to make an order for "specific performance" the equivalent in damages would have been the value of the materials.

The Honan brigands are not yet dispersed. A soldier told me this morning that 500 rebels are going to the famous Lushan to-morrow. *North China Daily News*, well aware of his presence.

erials. The writ had been endorsed for \$1,000 in accordance with the ordinary practice of the Summary Court, but it did not mean that they put their damages as high as that.

A number of documents were then put in by Mr. Davidson and the case for the plaintiff closed.

The Crown Solicitor, addressing his Lordship, submitted that the case must fail. The action was brought by Lau King-cho and the agreement was made with a man named Yee Shun, and there was no evidence whatever to prove that they were one person.

Mr. Davidson pointed out that both names appeared in the writ, one being the plaintiff's name and the other the name under which he traded.

His Lordship intimated that he would deal with the point at a later stage.

The Crown Solicitor said the case for the defence was that they knew nothing whatever about the assignment by the Godown Co. to the man Yee Shun; they were not a party to that assignment, and they had no notice of it.

An interview took place between July 20 and 25, 1912, between Mr. Winslow and Mr. Osborne who was at that time secretary of the Godown Co. there having been a considerable exchanging of property from one company to another. Mr. Osborne verbally agreed that Mr. Winslow should retain as many bays of the godown as he wished for offices, and Mr. Winslow said he would retain seven. The seven bays were accordingly converted, to plans drawn by Mr. Baker, the contract being carried out by Yee Shun. Yee Shun did, as a matter of fact, mention to Mr. Baker that Mr. Osborne had sold him the right to remove these bays subject to the right of the Government retaining six bays for the staff. That was after the contract between the company and Yee Shun was entered into. The seventh bay was not included. That, said Mr. Osborne, was not their fault but a mistake on the part of the Godown Co. Mr. Baker informed the man that that was not so, and that they had arranged with the Godown Co. to retain seven bays. The relations with Yee Shun were amicable and he was very pleased to get the contract, the price paid him for the work being over \$10,000. Yee Shun did other small works for the railway company several months afterwards and consequently visited both Mr. Baker and Mr. Winslow in these godowns, which were occupied by the railway company without interference. Consequently, when on January 18, Mr. Winslow received this extraordinary letter: "Dear Sir,—As the owners of Godowns Nos. 35 and 56 situated upon the site of the proposed new railway station, we shall be glad to be informed exactly as to the position in which we stand with regard to the removal of the said godowns. As you are aware, we bought all the buildings of these godowns from the Hongkong and Kowloon Wharf and Godown Co. Ltd. on July 31, 1912. Upon purchasing the godowns we entered into an agreement with them, etc." That was notice to the Railway Co. of the assignment of these godowns. The defendant had since declined to permit the plaintiff to remove one of the remaining seven bays of Godown 56. To put it in a nutshell, the case for the plaintiff was that he had to prove his title to these buildings, and that the defendant had refused to allow him to remove them, by which refusal he had suffered damage. The Godown Co. were the owners of the land and the buildings—that was admitted by the defendant. Prior to June 17, 1912, all those pieces of land registered in the Land Office as Kowloon Marine Lots 3 and 9, together with all the buildings and erections thereon, were vested in the Hongkong and Kowloon Wharf and Godown Co. Ltd. absolutely. On the question of damage it was clear that the measure of damages must be the value of the materials contained in this one bay, because the acts of the defendant would deprive the plaintiff entirely of them. It was obvious that if plaintiff had proceeded for an injunction in this case, or, to put it more accurately, "specific performance"—and succeeded, plaintiff would have got the building materials handed over to him. If his Lordship had not seen fit to make an order for "specific performance" the equivalent in damages would have been the value of the materials.

CORRESPONDENCE.

[The opinions expressed by our correspondents are not necessarily those of the "Hongkong Telegraph".]

HONGKONG SANITATION.

To the Editor of the "Hongkong Telegraph".

Sir—In no other Civilized City in the world world such a state of things be allowed to exist as they do in this Colony. Garbage Buckets are permitted to be placed under other persons windows, uncovered, from 9 o'clock at night until 6 o'clock the next morning, and loose Garbage dumped on the road, and although several complaints have been brought to the notice of the Officials, no steps have been taken to abate this nuisance. The stench that arises from these uncovered receptacles is most offensive, and sometimes unbearable.

Why the Chinese should not be made to keep Garbage Buckets on their own premises until the Cart comes round in the morning instead of causing a nuisance to other people, is a mystery to me. Could not the Medical Faculty be induced to take some active steps to stop the spread of Malaria, Fever, and other noxious disease; which there is not the least doubt is caused by these Buckets remaining uncovered the whole night, and give some of us a chance to live a little longer in health and comfort instead of as present waking up at morning feeling out of sorts? I am sure many of the community would not fail to remember them in their prayers as I often do the members of the Sanitary Board at the present time.

Yours, etc., A Sufferer.
Hongkong, September 23, 1912.

BLUEJACKET FINED.

At the Police Court this morning, an American bluejacket from the Wilmington, named Edward Massey, was charged with assaulting a nightsoil woman in St. Street, and slept with assaulting a constable. For assaulting the woman, he was fined \$7 or in default four days, but Mr. Hazelton said he was not convinced as to the assault on the constable, and on that charge the defendant was discharged.

A DUMPING CHARGE.

Four men were charged before Mr. Wood, at the Police Court, to-day with dumping a dead body in Centre Street, West Point. Three of the defendants were seamen and the other a coolie. The man had been brought from a ship in the Harbour a few days ago and he died in a seaman's boarding house where three of the men were staying.

The first defendant was fined \$100, the second and third \$25, and the coolie \$10.

REBEL LEADERS IN SHANGHAI.

Reported Arrival of Li Lieh-chun.

It was reported yesterday, says the *North China Daily News* of Sept. 18, that Li Lieh-chun, ex-Taihu of Kiangsi, had arrived in Shanghai, and various rumours were current as to where he was resident.

The Kiakiang correspondent of the *C. C. Post*, writing on September 9, says: Li Lieh-chun passed through here this morning on the *Yohsiang Maru* en route for Shanghai. It seems that after his escape from Nanchang he made his way over into Hunan and on reaching Changsha went on board a certain Japanese steamer. While at Hankow no efforts seemingly were made to arrest the rebel leader, although Vice-President Li Yuan-hung was well aware of his presence.

The Honan brigands are not yet dispersed. A soldier told me this morning that 500 rebels are going to the famous Lushan to-morrow. *North China Daily News*, well aware of his presence.

DAIRY FARM NEWS.

FRESH MILK.

No careful mother can afford to use any but

Pure Fresh Cow's Milk.

Baby's health is of greater moment than the few cents saved in using Tinned or other preserved milk.

The Dairy Farm Milk is Pure, and Fresh and contains no preservatives of any kind.

"Dairy Farm Milk" means:—
Good, Clean & Wholesome Milk.

MILITARY RULE IN SHAOOSHING.

The Chekiang Railway.

Shaoshing, Sept. 25.

On returning from a holiday I find the city of Shaoshing under the strictest military government, (writes *North China Daily News* correspondent). The baggage of all persons entering or leaving the city is subject to the closest search by the military and police on duty at the city gates. The hotels and boarding houses must report the arrival and departure of their guests; together with their names and addresses.

Ningpo-Yuyao Railway Opened.

On August 28 the railway was

opened to traffic between Ningpo

and Yuyao, so it has at last

entered the Shaoshing prefecture

at a point sixty miles distant

from Shaoshing. What will un-

doubtedly prove the most paying

part of the Chekiang railway has

yet to be built. I refer to the

section lying between Yuyao and

Hangchow. The existing water-

ways are poor and there are

no fewer than five headw-

ers between Shaoshing and

Yuyao. On the other side of

Shaoshing, there remains the

great barrier to traffic, the Tse-

tang river, across which goods are transported at imminent cost.

The railway need not face

competition by water traffic in the

part of China.

Cleansing City Canals.

During the recent drought

good work has been done by the

citizens in deepening and clean-

ing the city canals. Unfortu-

nately the filth removed from the

canal beds now blocks the

streets and renders them almost

impassable in many places.

I have been informed that,

when the canals have sufficient

water, the filth will be removed

by boats and dumped outside the

city walls. At present the pro-

spect of an early removal is not

bright, as the canals have only a

uniform depth of from one to six

inches of water.

In spite of the long drought

the crops on the great Shaoshing

plain appear not to have suffered;

on the contrary they yield per acre

promises to be heavier than that

of last year, when the rice crop

was considered a good one.

THE PROBLEM OF MEXICO.

The problem of Mexico, says the *Spectator*, is expressed in its immediate form in the question: Shall President Huerta be recognised?

In the last revolution in Mexico General Huerta deserted the cause of President Madero and installed himself as President. It is commonly believed that he also sanctioned the murder of Madero. Since then General Huerta has held the Presidency by a kind of latent terrorism—nothing excessive or out of the way for Mexico.

Americans hate a dictator, and all men hate a murderer. As

General Huerta is reputed to be

both, Washington cannot make

up its mind to receive him into

the comity of nations. Other

countries, including Great Britain,

have recognised him, on the

principle that he is no worse than

other candidates for the post, that

he is the man in possession, and

that no ruler whose position is

not regularised ever has a fair

chance of suppressing brigandage

and insurrection, and putting his

country financially round a

corner.

The Steamer leaves about every

3 weeks for Shanghai and Kobe

(Inland Sea), returning via

Moji providing a stay of 5 to 6 days in

Return tickets are available by

the Indo-China Steam Navigation Co.'s Steamers. Fare for

round trip \$120.

For Freight or Passage, apply

to DAVID SASSOON & CO., LTD.

Agents

Hongkong, 22nd Sept., 1913. [46]

The Most Healthful Water Known to Science.

MACKINTOSH & CO., LTD.

"MEN'S WEAR SPECIALISTS."

16. DES VŒUX ROAD.

NEW NECKWEAR</div

Shipping

CANADIAN PACIFIC
ROYAL MAIL.

STEAMSHIP LINE.

| From Hongkong | From Quebec |
|------------------|-------------|
| Empress of India | 24th Sept. |
| Empress of Asia | 8th Oct. |
| Empress of Japan | 22nd Oct. |

All Steamships leave Hongkong at noon.

The "EMPEROR OF RUSSIA," and "EMPEROR OF ASIA," are new quadrupole screw 20 knot turbine steamers, of 16,850 tons gross, the finest, fastest and most luxurious on the Pacific. The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPEROR OF RUSSIA," "EMPEROR OF ASIA," via Optional Atlantic Port, £71.10.

"EMPEROR OF INDIA," "EMPEROR OF JAPAN," via Optional Atlantic Port £65.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45. Meals and sleeping car £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA" 5,206 tons, Capt. Sullivan, will be despatched for YOKOHAMA, KOBE and MOJI on 24th Sept.

S.S. "JAPAN" 6,03 tons, Capt. Seddon, will be despatched to KOBE and MOJI on 26th Sept.

WESTWARD.

S.S. "DILWARA" 5,378 tons, Capt. Ramage, will be despatched for SINGAPORE, PENANG & CALCUTTA or 26th Sept.

S.S. "JELUNGA" 5,206 tons, Capt. Sullivan, will be despatched as above on 15 Oct.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to,

DAVID SASSOON & CO., LTD.

Hongkong, Sept. 24th, 1913. Agents

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of

THE HONGKONG, CANTON and MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD., HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 23rd SEPTEMBER.

10.00 p.m. "KINSHAN" 5.00 p.m. "FATSHAN."

WEDNESDAY, 24th SEPTEMBER

8.00 a.m. "HONAM" 8.00 a.m. "HEUNGSHAN"

10.00 p.m. "FATSHAN" 5.00 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton, Company's Steamers—Day Steamers Call No. 776, Night Steamers, Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651 HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 28th September.

The Company's Steamship,

"SUI AN."

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 4 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 p.m.

Joint Service of

Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT

COMPANY, LIMITED.

(HOTEL MANSIONS FIRST FLOOR)

Opposite the Blake Pier.

Telephone No. 1224.

Shipping

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THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Destination. Steamers Sailing Date

M A R S E I L L E S, L O N D O N & A N T W E R P, via S i n g a p o r e, Penang, Colombo, Suez, and Port Said.

I V O M A R U Capt. Irase T. 12,500 { WED'DAY, 24th

H I R A N O M A R U Capt. Fraser T. 16,000 { WEDNES., 8th

V I C T O R I A, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokohama and Yokohama

S A D O M A R U Capt. Asakawa T. 12,500 { TUESDAY, 23rd

Y O K O H A M A M A R U Capt. Wada T. 12,500 { Sept. at 4 p.m.

K U M A N O M A R U Capt. Winckler T. 9,300 { WED'DAY, 24th

I N A B A M A R U Capt. Tominaga T. 12,500 { WEDNESDAY, 24th

C A L C U T T A via S'pore, Pering and Rangoon

B O M B A Y via Singapore and Colombo.

K O B E & M E L B O U R N E, via Manila, Thursday Island, Townsville and Brisbane

K A M O M A R U Capt. Kawara T. 16,000 { WEDNES., 24th

N A G A S A K I, K o b e, I N A B A M A R U Capt. Tominaga T. 12,500 { TUESDAY, 23rd

S H A N G H A I, K o b e, P E N A G M A R U Capt. Murazumi T. 12,000 { SATUR., 27th

S H A N G H A I, K o b e, K A N A G A W A M A R U Capt. Machida T. 12,500 { MONDAY,

Cargo only.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

Y O K O H A M A K O B E M O J I N A G A S A K I

Return. Return. Return. Return.

1st class ... \$135 \$122 \$108 \$89

2nd class ... \$81 \$75 \$65 \$57

With option of Rail between Steamer's Calling ports in Japan.

For further information apply to

Telephone No. 292.

T. V. MORIMOTO, Manager

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Steamers To Sail.

M A N I L A, C E B U & I L O " C H I N H U A " ... 23rd Sept. at 4 p.m.

W E I H A I W E I & T S I N " H U I C - O W " ... 25th Sept. at noon.

S H A N G H A I " L U C H O W " ... 25th Sept. at 4 p.m.

N I N G P O & S H A N G H A I " S H A O H I N G " ... 27th Sept. at 4 p.m.

S H A N G H A I " Y I N G C H O W " ... 27th Sept. at m'night

C H I N W A N G T A O " I C H A N G " ... 29th Sept. at 4 p.m.

M A N I L A, C E B U & I L O " T A M I N G " ... 30th Sept. at 4 p.m.

S H A N G H A I " A N H U I " ... 2nd Oct. at 4 p.m.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft of "Taming" & "Tean."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan," "Linan" and the S. S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports, on the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

Reduced Fares.—Single \$2.00. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE, Agents

Telephone No. 36 Hongkong 19th Sept., 1913.

RUSSIAN VOLUNTEER FLEET.

Homeward Bound.

The s.s. "VLADIMIR", 5620 R.T., Captain Kamichansky, is expected to arrive at Hongkong about the 19th day of September 1913.

The s.s. "KIEV", 5566 R.T., Captain Stetsky, is expected to arrive at Hongkong about the 5th day of October 1913.

N.B.—The exact dates of arrival will be published after receipt of telegram from the last port of call of the steamer.

For Freight, Passage and further particulars please apply to

Capt. D. A. LUKHMANOFF, Agent

Hotel Mansions, 3rd Floor, Room Nos 12A & 14, Hongkong, 19th Sept., 1913.

Shipping

HONGKONG PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship T. Captains For Sailing date.

R U B I 4000 F. S. McMurray Manila Mangarin, Cebu and Iloilo. WED'DAY, 24th Sept., 4 p.m.

Z A F I R O 4000 J. Miller Manila Mangarin, Cebu and Iloilo. SATU'DAY, 4th Oct., 4 p.m.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong—Subject to Alteration).

Steamship On

SHANGHAI CHOYSANG* Thurs. 25th Sept. at noon.
Kobe & Moji NAMSONG* Fri. 26th Sept. at noon.
MANILA LOONGSONG* Sat. 27th Sept. at 2 p.m.
S'PORE, Pang & C'cutta FOOKSANG* Tues. 30th Sept. at 2 p.m.
CHINWANTAO* HOPSANG* Tues. 30th Sept. at noon.
MANILA YUENSANG* Sat. 4th Oct. at 2 p.m.
S'PORE, Pang & C'cutta LAISANG* Sat. 4th Oct. at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days)

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" "Kumsang" "Lova," "Yatshig" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

The steamers "Choysang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class

Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze

Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

For Freight or Passage, apply to JARDINE, M' H. SON & CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service—Homeward.

For Steamers. Date of Sailing.

ONDON & ANTWERP. RADNORSHIRE 16th October.

ONDON & ANTWERP. VESTALIA 25th October.

ONDON & ANTWERP. DEN OF RUTHVEN 10th Nov.

ONDON & ANTWERP. DENBIGHSHIRE 30th Nov.

Trans-Pacific "Shire" & "Glen" Joint Service.

TACOMA VVER STLE) DEN OF AIRLIE 16th November.

TACOMA VVER STLE, MONMOUTHSHIRE 4th December.

TACOMA & PLAND. Cargo accepted on through Bills of Lading to all ports in Europe

a North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215 Sub. Ex. No. 9 Agents. [94]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON, EASTWARD.

The S.S. "FULTALA," 4154 tons gross, Capt. Chidly, will despatched for YOKOHAMA, KOBE & MOJI on the 4th October at 4 p.m. taking cargo and passengers at current rates.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. Agents. [11]

THE TAIKOO DOCKYARD ENGINEERING CO. OF HONGKONG, LTD., TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGECASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"

Pump empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons

displacement, providing conditions for painting ships with most

icient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-

EAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, etc.

AGENTS for—

JOHN I. THORNCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 10

150 B.H.P.

As supplied to the British Admiralty & War Office.

C.6 type Motor and Reverse Gear.

B.H.P. Paraffin 7, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

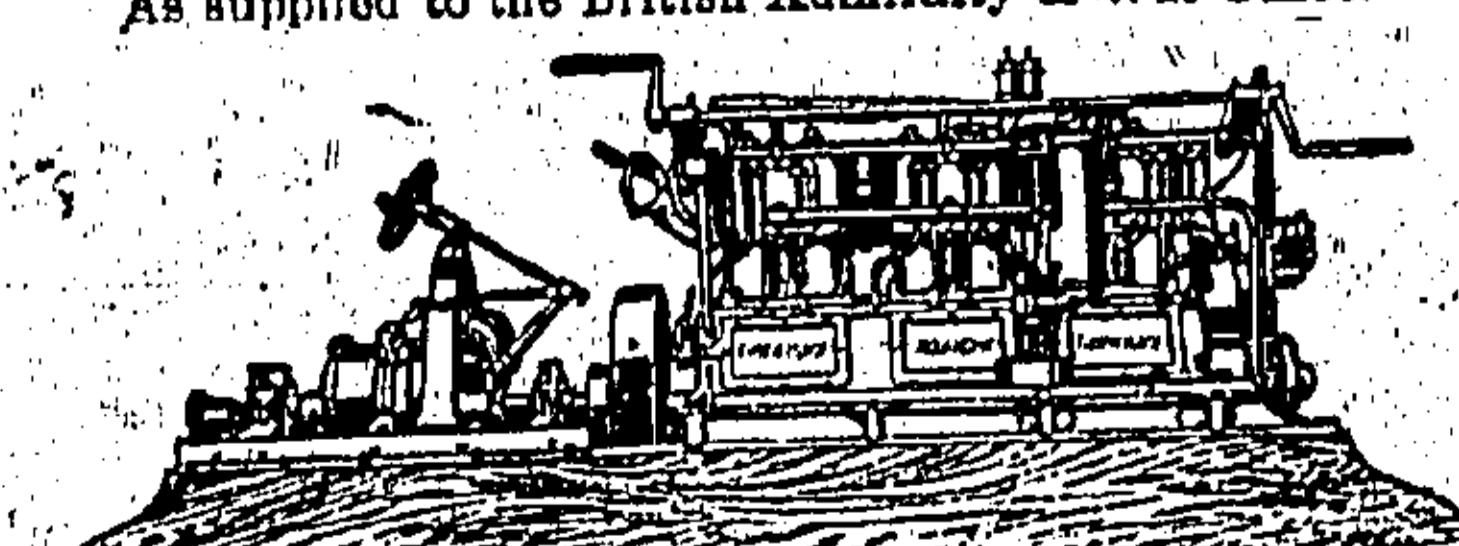
MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE, HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address—TAIKOODOCK.

TELEPHONE No. 212.



C.6 type Motor and Reverse Gear.

B.H.P. Paraffin 7, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE, HONGKONG, CHINA & JAPAN, AGENTS.

Telegraphic Address—TAIKOODOCK.

TELEPHONE No. 212.

VESSELS LOADING.

EUROPEAN PORTS.

| Destination. | Vessel's Name. | For Freight Apply to | For Dispatched |
|----------------------------------|----------------|----------------------|----------------|
| London & Antwerp etc. | Radnorshire | J. M. Co. | 12, Oct. |
| London & Antwerp via S'pore etc. | T. & Q. | 1, Oct. | |
| London & Antwerp etc. | Nore | J. M. Co. | 18, Oct. |
| London via Usual Ports of Call | Vestalia | P. & O. | 27, Sept. |
| Havre, Bremen & Hamburg &c. | S'pore | A. L. | 1, Oct. |
| Trieste, Flume, Venice, S'pore | Libertia | J. L. L. | 15, Oct. |
| Marsailles & London & Hamburg &c | Austria | H. A. L. | 1, Oct. |
| Marsailles via Singapore | S'pore | S. W. Co. | 3, Oct. |
| Marsailles London & Antwerp | Philippines | H. A. L. | 24, Sept. |
| Marsailles via Singapore &c | Iyo Maru | N. Y. K. | |
| Marsilles, Havre & Hamburg | Kajio Maru | N. Y. K. | |
| Marsilles, London & Antwerp | Kitano M. | N. Y. K. | 24, Sept. |
| Marsilles, London & Antwerp | Hoerde | N. Y. K. | 5, Oct. |
| Marsilles, London & Antwerp | Hirano Maru | N. Y. K. | 8, Oct. |
| Marsilles, London & Antwerp | Glenorgan | S. T. Co. | 7, Oct. |
| Marsilles, London & Antwerp | Sachsen | H. A. L. | 12, Oct. |
| Marsilles, London & Antwerp | P. Ludwig | M. & Co. | 1, Oct. |

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

Vessels.

| | |
|-------------|---------------|
| Australia | Kumano Maru |
| Vancouver | East of India |
| Foochow | Kaijo Maru |
| Macao | Sui Tai |
| Japan | Jelunga |
| Philippines | Rubi |
| Singapore | Devawongse |
| Shanghai | China |

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

Vessels.

| | |
|-----------|-------|
| Singapore | China |
|-----------|-------|

AMERICAN MAIL.

The P. M. s.s. Siberia sailed from Yokohama for Hongkong via Manilla on the 15th inst. The United States mail has been transferred to the Messageries Maritimes s.s. Magellan due to arrive in Hongkong on the 23rd instant.

The T. K. K. s.s. Shinjo Maru leaves Hongkong on the 25th inst. and is due at San Francisco on the 21st October.

The T. K. K. s.s. Chiyio Maru left Honolulu for Yokohama on the 17th inst. where she is due on the 28th inst.

The T. K. K. s.s. Nippon Maru arrives at San Francisco from Honolulu on the 22nd inst. and leaves again for Hongkong on the 30th inst.

CANADIAN MAIL.

The C. P. R. s.s. Empress of Asia left Yokohama on the 22nd inst. at 3 p.m. and is due to arrive at Kobe on the 23rd inst. at 3 p.m.

The C. P. R. s.s. Montague left Yokohama on the 10th inst. at 4 p.m. and is due to arrive at Vancouver on the 24th inst.

The C. P. R. s.s. Empress of Japan arrived at Vancouver on the 16th inst. between 8 and 10 p.m.

The C. P. R. s.s. Empress of Russia left Yokohama on the 16th inst. between 2 and 4 p.m.

The C. P. R. s.s. Empress of Russia left Yokohama on the 16th inst. between 2 and 4 p.m.

GERMAN MAIL.

The I. G. M. s.s. Princess Alice which left here on the 21st of August arrived at Genoa on the 17th inst. at 1 p.m.

The I. G. M. s.s. Daimler carrying the German Mail with dates from Berlin of the 3rd inst. left Colombo on the 21st inst. p.m. and may be expected here on or about the 1st of October.

AUSTRALIAN MAIL.

The I. G. M. s.s. Prinz Eugen left Sydney on the 20th inst. at 11 a.m. and may be expected here on or about the 13th of October.

ENGLISH MAIL.

The P. & O. s.s. China left Singapore for this Port on the 20th inst. at 8 a.m. with the outward English Mails, and is due here on the 24th inst. at about 2 p.m.

The P. & O. s.s. Foobing arrived at Calcutta on the 27th Sept.

The I. C. S. N. s.s. Namsang from Singapore is due at Hongkong on the 24th Sept.

The I. C. S. N. s.s. Hangsang from Shanghai is due at Hongkong on the 27th Sept.

The I. C. S. N. s.s. Saigon is due at Hongkong on the 24th Sept.

The I. C. S. N. s.s. Foochang from Batavia is due at Hongkong on the 24th Sept.

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HOTEL LISTS.

| |
|---|
| Hongkong Hotel. |
| Aaron, J. M. |
| Andrews, J. W. D. |
| Barberini, E. T. |
| Bate, E. R. |
| Bates, H. B. |
| Becker, Mrs F. W. |
| Bosel, J. |
| Benjamin, M. |
| Bowen, W. E. |
| Campbell, G. |
| Conrad, J. J. |
| Castro, Mr. & Mrs. F. X. D'A. C. |
| Castro, Miss D'A. |
| Castro, Master D'A. |
| Cambridge, A. J. |
| Chapman, F. T. |
| Clarke, A. A. |
| Colman, Dr. A. L. E. |
| Catlin, H. |
| Davis, C. H. |
| Dertano, Mr. & Mrs. & 3 children. |
| Dewar, J. |
| Douglas, Mr. & Mrs. R. H. |
| Dobrowolz, F. |
| Ehrhardt, Capt. W. |
| Ehrenfeld, Mr. & Mrs. M. H. |
| Elliott, T. H. |
| Elbe, Miss V. |
| Grindall, R. J. |
| Gallotti, H. |
| Grove, Mr. & Mrs. J. H. |
| Gillespie, Dr. J. M. |
| Gordon, A. G. |
| Goulin, V. |
| Gourlay, I. |
| Grimshaw, R. J. |
| Grisogono, P. O. Von |
| Hill, F. |
| Hall, P. C. |
| Hannan, Dr. J. G. |
| Hannibal, Mr. & Mrs. W. A. |
| Harbord, W. T. |
| Hewitt, Hon. Mr. E. Sorby, V. A. C. M. G. |
| Hawkins, Capt. H. J. |
| Hassock, H. G. |
| Hance, Mr. & Mrs. H. A. |
| Ialef, P. |
| Jackson, Mr. & Mrs. C. |
| Jober, G. S. |
| Kenobi, O. C. |
| Kubel, E. S. |
| King Edward Hotel. |
| Almond, Mrs. R. |
| Cargill, F. J. |
| Castro, C. |
| Chow, T. |
| Connell, R. E. |
| Connell, R. E. |
| Donaldson, W. A. |
| Fincham, Mrs. |
| Gerlach, Mr. & Mrs. W. W. |
| Grimble, G. |
| Harris, J. B. |
| Holmemann, Mr. & Mrs. H. J. |
| Hingle, E. J. |
| Jensen, B. |
| Kriff, Mr. & Mrs. W. D. |
| Larsen, Mr. & Mrs. L. |
| Lemare, Mr. & Mrs. J. |
| Logan, W. |
| Grand Hotel. |
| Allen, Mr. & Mrs. Bindixen, Capt. |
| Christie, Mr. & Mrs. Cooks |
| Crew, Mr. & Mrs. A. B. |
| Fearon |
| Fronck, C. |
| Hansen |
| Hoogewen |
| Keyt, Dr. |
| Craigieburn. |
| Caldwell, Mr. Masters, Mr. & Mrs. Caldwell, Miss R. F. C. |
| Carpenter, Mr. and McGaig, J. Mrs. Renaud, Madame |
| Cornell, W. A. & monsieur Kydd, Mr. and Mrs. Smith, Mrs. G. Galbraith, V. M. Smith, E. G. Guernier, Mrs. Smithson, Miss Meurer, Mrs. |
| For NEW YORK. |
| With Liberty to call at the Malabar Coast. |
| Proposed Sailing from Hongkong S.S. "SHIMOSA" on or about 9th Oct. |
| For Freight and further information apply to DODWELL & CO., LTD. Agents, Hongkong, 29th Sept. 1913. |
| Regular S. e mship Service |
| For NEW YORK. |
| With Liberty to call at the Malabar Coast. |
| Proposed Sailing from Hongkong S.S. "SHIMOSA" on or about 9th Oct. |
| For Freight and further information apply to DODWELL & CO., LTD. Agents, Hongkong, 29th Sept. 1913. |
| Consignee |
| "SHIRE" LINE OF STEAMERS, LIMITED. |
| NOTICE TO CONSIGNEES. |
| From EUROPE, COLOMBO and STRAITS. |
| THE Steamship |
| "DEN OF GLAMIS" |
| having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the Wharves, delivery may be obtained. |
| "Goods not cleared by the 24th inst., at 3 p.m. will be subject to rent." |
| All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 24th inst., at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized. |
| No Fire Insurance will be effected by us in any case whatever. |
| Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents, Hongkong, 18th Sept. 1913. |
| Notice |
| We have much pleasure in announcing to our numerous patrons and customers that we have opened |
| A New SILK STORE |
| in the most up-to-date style and fashion at the large and |
| Commodious Premises No. 38 & 40 Queen's Road Central, lately occupied by Messrs. H. Buttress & Son, where we are displaying an entirely new, handsome and gorgeous stock of |
| Silk Goods & Jewellery Ware |
| of all descriptions in a variety of new, elegant and attractive designs and patterns. |
| The stock includes a choice selection of Turkish, Persian & India Silk, Carpets & W. ollen Rugs. |
| Prices specially reduced for summer. |
| Cheapest store in the Colony. |
| As early as possible, between 5 & 7 p.m. |
| D. CHELLARAM, Hon. Sec. U.S.R.C. |

Consignees

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GNEISENAU,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional cargo will be forwarded on unless information is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 24th of Sept., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th of Sept., at 9.30 a.m.

All claims must reach us before the 30th of September, 1913, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO.

Geneva Agents.

Hongkong, 18th Sept. 1913.

To Sail

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK via SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"AFGHAN PRINCE,"

Capt. Whalley, will be despatched above on MONDAY, the 29th Sept.

For freight and passage apply to

ABNHOLD, KARBERG & CO., General Agents.

Hongkong, 29th Sept. 1913.

WING KEE & CO.

47-49, Connaught Rd,

SHIP CHANDLERS,

PROVISION & COAL

MERCHANTS,

Hongkong, 23rd Mar. 1912.

NOTICE.

U.S.R.C.

I HEREBE will be an extraordinary General Meeting of the Club at the U.S.R.C. grounds on TUESDAY, Sept. 30th, at 5 p.m.

To consider and if thought fit to pass the following resolutions.

1. That Article 8 of the Memorandum of Association and Article 6 of the Articles of Association be altered by deleting the words (50) fifty and substituting 75 (seventy-five) dollars.

2. That Article 17 of the Articles of Association be altered by deleting the words "from" from "The" to the end and substituting "to" thereto.

The monthly subscription shall be for members in Kowloon \$5, for members in Hongkong \$3, for subscribers in Kowloon \$2, and for members and subscribers in Kowloon, whose wives are present, shall pay an extra \$1, per annum sub. ripti n.".

3. That the Committee be authorized to raise a sum of \$11,000 by the issue of 220 debentures of \$50 at 6% secured upon the assets of the Club (floating or otherwise) as they may think fit.

4. That the Committee be authorized to carry out repairs to the Club as designed by L. E. M. Member, R.E. and in the meantime to build a matched as a temporary Club.

In the event of the above resolutions being passed by the requisite majority, they will be submitted for confirmation as Special Resolutions at a meeting to be held at the Club Premises on the 14th day of October 1913 at 5 p.m.

Dated this 22nd day of September, 1913.

By order of the Board of

Directors.

J. H. TAGGART, Acting Secretary.

Notices

A

REAL

CLEANSER.

Get rid of dirt and odors by using



the Powerful Disinfectant

No matter how thick and sticky the deposits of dirt, no matter how strong the smells from garbage, sinks and toilets; CN will make the house clean and thereby purify the atmosphere.

Remember too, that CN kills germs and aids in preventing the attack or spread of contagious diseases. CN is not only efficient—it's safe, and it doesn't hurt the hands.

"The Yellow Package with the Gable Top"

LESSONS IN CHINESE.

M. LI HON FAN,

a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor, Hongkong, 29th Jan. 1912.

WING KEE & CO.

47-49, Connaught Rd,

SHIP CHANDLERS,

PROVISION & COAL

MERCHANTS,

Hongkong, 23rd Mar. 1912.

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Notice

A New SILK STORE

in the most up-to-date style and fashion at the large and

Commodious Premises No. 38 & 40 Queen's Road Central,

lately occupied by Messrs. H. Buttress & Son, where we are displaying an entirely new, handsome and gorgeous stock of

Silk Goods & Jewellery Ware

of all descriptions in a variety of new, elegant and attractive designs and patterns.

The stock includes a choice selection of

Turkish, Persian & India Silk,

Carpets & W. ollen Rugs.

Prices specially reduced for summer.

Cheapest store in the Colony.

As early as possible, between 5 & 7 p.m.

D. CHELLARAM, Hon. Sec. U.S.R.C.

Notices

A

REAL

CLEANSER.

WE COULD MAKE THEM CHEAPER!

BUT WE WON'T

WE WOULD MAKE THEM BETTER.

BUT WE CAN'T

SAVE THE COUPONS

W. D. & H. O. WILLS,

POLO GYMKHANA.

(Continued from Page 4.)

Mr R. F. C. Master's Despair 168lb, nominated by Mrs. Master (Owner) ... 0
Mr E. H. MacMichael's Moonstone, 168lb, nominated by Mrs. Leese (Owner) ... 0
Mr H. O. James' Snowball, 168lb (Owner) ... 0
Captain Edye's Cracker 168lb nominated by Miss Liebert (Owner) ... 0
Davies not only negotiated the turns cleverly but was possessed of a mount that had remarkable speed. He made a good race won cleverly.
Pari-mutuel. \$8.40
Winner: \$8.40
Cash Sweeps:—
Ticket No. 51, 1st ... \$160.85
56, 2nd ... 45.90
" 21, 3rd ... 22.95

Handicap.—Open to all China ponies. Six furlongs.

Mr W. H. Richardson's Rice Bird, 154lb (Mr MacMichael) 1

Mr H. P. White's Defford, 156lb, 7lb over (Mr Gegg) 2

Mr T. E. Hough's Cadzow's Hope, 141lb, 1lb over (Mr Sedgwick) 3

Mr R. K. O. Pop's Birlingham, 149lb (Owner) 0

Major F. A. Dickenson's Favonius, 157lb (Mr Davies) 0

Defford took the lead, Favonius being second and Rice Bird third, Birlingham being left at the post. The leaders drew into line at the football stand, where Cadzow's Hopewell on in front and led into the straight. In the straight he was challenged by Defford who was on the outside, and Rice Bird, the latter coming with a splendid burst of speed at the finish and winning by ten lengths from Defford six lengths away, Cadzow's Hope was third.

Pari-mutuel.

Winner: \$8.30

Cash Sweeps:—

Ticket No. 24 1st. \$189.00

" 31, 2nd. 53.00

" 1 3rd. 27.00

Commission. 30.00

Total. \$300.00

Bending Race.—Ladies Nomination.

Mr C. H. Blason, Nominated by Mrs Barrett.

Mr L. C. Heygate, Nominated by Mrs Harvey.

Mr E. H. MacMichael, Nominated by Mrs Leese.

Capt. C. V. de G. Edye, Nominated by Miss Liebert.

Mr R. I. Fearon, Nominated by Mrs Layton.

Mr V. Davies, Nominated by Miss Church.

Major Hall, Nominated by Mrs Currie.

Mr T. E. Bides, Nominated by Mrs Stericker.

Major Hall was the winner from the fall of the flag.

and never making a mistake won cleverly.

Pari-mutuel.

Winners \$19.70.

Cash Sweep:—

Ticket No. 34 \$144

Commission. 16

Total. \$160

Hurdle Race.—Open to all China ponies. Once round.

Mr V. Davies' Slush, 154lb (Owner) 1

Mr. G. K. Hall Britton's Wong, 154lb (Owner) 2

Mr. E. H. MacMichael's Cat's Eye 155lb, 1lb over (Owner) 0

From the fall of the flag Cat's Eye went on in front of Slush, but, at the first jump, the leader refused and nearly brought the other two down. The remaining pair ran in close company until at the village bend where Davies let Slush out, and soon outpacing Wong, reached the penultimate fence several lengths in front. Wong reduced the lead to two lengths by the time they had reached the last jump, but Slush kept going on, in the run home, put twenty-five lengths between himself and Wong.

Pari-mutuel. Cash Sweeps.

Ticket No. 63. \$151.20

2. 59. 48.20

3. 18. 21.60

" Payers Stakes" Second last wins. Three furlongs.

Mr P. Crighton's Eros, 153lb (Mr MacMichael) 1
Mr R. C. K. Pope's James, 168lb (Owner) 0
Mr L. C. Heygate's Ben Trovato, 175lb, 7lb over (Owner) 0
Captain Edye's Dreizahn, 168lb (Owner) 0
Mr H. O. James' Snowball, 168lb (Owner) 0
Mr R. I. Fearon's Plebian, 175lb, 7lb over (Owner) 0
Mr R. I. Fearon's Tophet, 172lb 4lb over ... (Mr Bides) 0
Mr V. Davies' Flying Kangaroo, 168lb (Owner) 0
Captain Connolly's Nobby, 168lb (Owner) 0

When the ponies started for this event it was 6.40 and darkness was quickly settling over the course. It was not possible to see the order of the ponies until they had passed the distance post. Four finished in a bunch and it looked as though there would be an accident. Fortunately, however, this was averted.

Pari-mutuel Cash Sweeps.

Winner: \$16.30

33. \$238

Upon the conclusion of the programme, some ponies were put up at auction by Messrs. Hughes and Hough and the following prices were obtained:

Hakka Chief, \$75.00

Swatow, Amy and Foochow—Per Kaiti Maru, 24th inst., 1 p.m.

Liebaang, 300.00

Edgehill, 50.00

Slush, 335.00

Flying Kangaroos, 300.00

Bentrovato, 75.00

The Bird, 250.00

GOLF.

The Captain's Cup.

The Royal Hongkong Golf Club's Monthly Competition for qualification to play off for the above Cup and the Monthly Pool took place over Happy Valley, on September 5 and 7. Results:

Cup.

"Richard Hancock 91—14—77

Major Pritchard 94—15—79

N. L. Smith 86—7—79

Corey 84—14—80

A. K. Henderson 94—14—80

Captain Saxon 95—14—81

J. T. McMurtrie 82 Ser. —82

A. O. E. Elbrough 90—8—82

J. Owen Hughes 101—18—83

W. D. Kraft 88—4—81

G. W. Roome 109—18—91

Dr. L. Woods 85 Ser. —85

"Qualifies for Cup.

Pool.

"Richard Hancock 91—14—77

A. H. Crew 84—7—77

Major Pritchard 94—15—79

N. L. Smith 86—7—79

A. K. Henderson 94—14—80

Captain Saxon 95—14—81

J. T. McMurtrie 82 Ser. —82

A. O. E. Elbrough 90—8—82

J. Owen Hughes 101—18—83

Rev. Foster Pegg 82 Ser. —82

W. D. Kraft 88—4—81

Captain James 94—9—85

Corey 103—14—89

G. W. Roome 109—18—91

79 Entries.

"Divide Pool.

French War Police.

Paris, August 19.—The Government has decided to establish a special veteran force of local police throughout the country which will be called out upon mobilization in time of war, and will thus relieve men for service at the front whose presence might otherwise be required for the maintenance of public order and for the protection of strategic points and communications vital to the smooth working of mobilization. The force will be composed of men over 55 years of age, and in no circumstances will be called upon to take part in military operations. Their functions will automatically cease should the district to which they belong be invaded by the enemy.

SILIMPONON COAL.

BUNKERS.

can be supplied at cheap rates:

at

SANDAKAN & SEBATTIK (British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE

at

G. Mail.

S. Mail.

A. Mail.

C. Mail.

G. Mail.

C. Mail.</